

Minute Action

AGENDA ITEM: 7

Date: February 1, 2006

Subject: I-15 Comprehensive Corridor Study, SR-60 in Riverside County to D Street in Victorville

Recommendation:* Approve the Final Report for the I-15 Comprehensive Corridor Study

Background: Work on the I-15 Comprehensive Corridor Study began in June 2003. The study seeks to document existing traffic conditions, identify viable alternatives to address current and future needs, and develop a long-range improvement plan and implementation strategy for I-15 from State Route 60 in northwest Riverside County to D Street in northern Victorville. The study is co-sponsored by the Southern California Association of Governments (SCAG), Caltrans District 8, SANBAG and the Riverside County Transportation Commission. The study was completed in December 2005. It was guided by a Technical Advisory Committee with representatives from the above agencies and from local jurisdictions along the I-15 corridor.

SANBAG's Plans and Programs Policy Committee (plus additional invited elected officials from San Bernardino and Riverside Counties) has been presented with two prior agenda items related to the I-15 study. At the August 2004 meeting, the PPC considered a recommendation to move forward with five alternatives to be development and evaluated in detail. These alternatives included:

- Alternative A - No-build (required as one of the alternatives to be analyzed)
- Alternative B – Transportation System Management/Travel Demand Management (TSM/TDM – required as one of the alternatives)
- Alternative C - carpool lanes
- Alternative D - Full corridor dedicated truck lanes
- Alternative E - Reversible managed lanes

At the April 20, 2005 meeting of the PPC, a recommendation was adopted to carry two alternatives forward into further corridor development efforts. These included:

1. Alternative D (dedicated truck lanes) – Construction of two dedicated truck lanes in each direction for the full length of the study corridor, with access only at key interchanges. The cost is estimated to be between \$2 billion and \$3.5 billion. Most of the funding must come from user-based sources. Two sub-options should be considered:
 - a. With provision for longer combination vehicles (LCVs)
 - b. Without provision for LCVs
2. Alternative C/E hybrid (reversible lanes from Route 210 to U.S. 395 with carpool lanes north and south of the reversible lanes) - The cost is estimated to range between \$600 and \$800 million. Tolls likely would be charged in the reversible lane portion of the corridor, yielding partial funding of the reversible lane section between U.S. 395 and Route 210.

Other elements:

- Reconfigure the I-15/I-215 interchange under all options
- Implement TSM/TDM strategies under all options

It is expected that further selection between Alternative D and Alternative C/E hybrid will occur following the completion of the Multi-County Goods Movement Action Plan. This more specific recommendation could be formulated in 2007, pending the completion of the Action Plan.

The consultant for the study, Parsons Brinckerhoff, has completed the I-15 Comprehensive Corridor Study Final Report, documenting the study results and the recommendation endorsed by the PPC in April 2005.

The I-15 TAC reviewed and accepted the report, with the proviso that a stronger statement be made about the importance of moving forward with improvements to the I-15/I-215 interchange. The need to improve this interchange was the most frequent comment received during the public outreach efforts, and the interchange will need to be improved regardless of the ultimate strategy selected for other parts of the corridor. The TAC specifically recommended that the initiation of a Project Study Report or combined Project Study Report/Project Report for the I-15/I-215 interchange should be a primary goal for FY 2006-2007. The recommended configuration includes the following elements:

- Reconfigure the interchange to establish I-15 as the primary movement by providing four through-lanes on I-15 in each direction through the interchange.
- Provide truck bypass lanes on I-15 through the interchange to minimize the impact of truck traffic and to reduce the potential for conflict between trucks and other traffic entering/exiting I-15 to I-215.
- Preserve the ability to implement future corridor improvements through the interchange with minimal need to modify the reconfigured interchange and associated structures.

The Final Report describes specific implementation steps that could be taken to move the I-15/I-215 improvement forward. The report acknowledges that funding of this interchange improvement will need to be considered alongside other improvement priorities as part of the Strategic Plan for Measure I 2010-2040 but stresses that the interchange is an essential part of maintaining mobility for both Valley and Victor Valley residents. The expenditure plan for Measure I 2010-2040 allocates 3 percent of the revenue from the Valley and Victor Valley subareas to improvements in the Cajon Pass. The I-15/I-215 interchange would be a candidate for the use of these funds.

Financial Impact: This item has no direct impact on the adopted Budget. Staff activities associated with this item are consistent with the adopted Budget, Task No. 0611300, I-15 Intermodal Corridor Study.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on January 18, 2006.

Responsible Staff: Steve Smith, Principal Transportation Analyst